# HONOR FOR A FRONTIER HERO

ABILENE'S TRIBUTE TO ITS FAMOUS MARSHAL

ABILENE, Kan., May 28.-This city will on Memorial Day do something no Western town ever did before-devote the principal part of its ceremonies to the laudation of a man who was never in a war and whose fame rests on the fact that he subdued the cowboys when they were rulers of this old-

A huge granite boulder found in Oklahoma has been shipped here and in its top is fastened a bronze plate which reads:

Thomas J. Smith,
Marshal of Ablienc, 1870.

Died, a martyr to Duty, Nov. 2, 1870.

A Frariess Hero of Frontier Days Who, in Cow
Chaos, Established the Supremacy of Law. Such is the brief record of the bravest marshal the plains ever knew. buried in an obscure corner of the old bury-ing ground, but the other day his body moved to the most prominent avenue

of the new cemetery.

Through a glass in the steel casket in which he was laid to rest his features were ns distinct as the day he died, petrefaction seeming to have preserved them for thirty-four years. And after all this time he is to have a monument with a fixting dedication and addresses by two early day leaders who have come here for the purpose: T. C. Henry of Denver, the former Kansas wheat king, and W. S. Stambaugh of Fargo, N. D. The Grand Army of the Republic and kindred orders will assist in the ser-

ice. Abilene is an old cattle trail town. In he later '60s it was the end of the Union Pacific track, then the Kansas Pacific. It was merely a stockyard at first, but later, as the end of the trail that led up from the ranches of Texas, it became a vild and notorious town

Joe McCoy, a young Illinois man, was

the first to give it its glory. He took a horse and rode off into the south and in-tercepted a herd of cattle bound for Calffornia, and induced the owners to bring them here. Others followed, and soon the whole Texas trade was coming over the old Ch'sholm trail to the new shipping

sample train of stock was taken to Chicago, decorated with bunting and ac-companied by a brass band, and then the rush came in earnest. About 60,000 cattle rush came in earnest. About 60,000 cattle came in 1867. The number grew to 200,000 in 1868, and in 1869 nearly half a million head came trudging up out of the South to be yarded and taken by the railroad to the

Lastern cities.

It was in 1868-69 that the town began to to feel the effects of the new business that had come to it. The bottoms were covered with saloons and dance halls, murders were common and drunken cowboys riding up and down the streets shooting their revolvers into the windows terrorized the

revolvers into the windows terrorized the peaceable portion of the community. The business interests of the town were suffering, and finally the city administration took up the matter and considered ways and means. T. C. Henry was Mayor, and A. A. Hurd, now at the head of the Western law department of the Atchison, Topeka and Santa Fé Railroad Company, was city attorney. They sent to St. Louis and asked the chief of police to send them two of his best policemen. two of his best policemen.

The officers came and were invested

with all powers for the enforcement of the law. They arrived on the afternoon train big, burly fellows, in the full glory of their

They went to the Mayor for consultation and then walked through the bad portion of the town. The further they went the more frightened they became. They returned to the Mayor.

"How do you expect us to keep order when every man carries a gun?" they

when every man carries a gun?" they asked.

"Make them take off their guns."

"But there are a hundred of them and only two of us. They larghed at us as we went down the street. We don't want the job."

On the night train they returned to St. Touis and the town was worse than every is, and the town was worse than ever. The wickedness went on twenty-four hours in the day, and the cowboys boasted that

ey owned the community.

It was in the midst of this reign of terror

Tom Smith. No at the Mayor sent for Tom Smith. No ficer was ever asked to undertake a larger job than he when he was requested to con-trol the whole wayward element of the place

trol the whole wayward element of the place single handed.

Smith was a native of New York and during the civil war was on the police force of New York city. For some reason—he never told why—he was dismissed and he drifted West to White Pine, Nev., where he remained for a year during the silver mining excitement.

mining excitement.

When the Union Pacific was being built through Wyoming he was Marshal of Bear River, Green River and Corinne. At Bear River during a riot he was severely wounded, getting a load of buckshot in various pertions of his body.

This kept him in bed for several months and then he went to Fort Wallace and Kit

Carson, on the main line of the Kansas Pacific. Here he was Marshal and was em-ployed by the railroad company to keep

When in Hays City, one of the tough frontier towns, he saved the life of Judge Canfield, one of the best known of the dis trict court judges of early days. Cenfield was presiding over court in the town and had a famous case in which a number of cattlemen were interested. They threatened to kill him if he decided against them, as Canfield had about made up his

was about to call out the troops from the fort to protect him when some one mentioned Smith. Smith was sent for, and stood around town and in the courtroom for two days. When the decision was rendered against them the cattlemen had taken the hint and did not dare an account on the Court. sault on the Court.
One more bold than the rest attempted

one more bold than the rest attempted to climb up to the rear of the courtroom where he could get a shot through the window and then make a retreat to his pony, but he was seen by the Mirshal, who sent a shot after him that laid him up for months. While Smith was coming to this city the officers built a calaboose, but the cowboys razed it to the ground. Then they rebuilt thank under strong guard but a regre drunken cowboys rode into town, tore memory.

will be produced this year. down the building and took the negro At the rate at which caviar is now adaway with them.
Smith looked over the town for a day before he took the job, then in the evening strolled into the Mayor's office and said he guessed he would take the office. He was asked for his plan of operations and said he had none except that he thought he would stop the practice of carrying firearms.

You can't do that," declared the Mayor.

"You can't do that," declared the Mayor.
"They have been carrying firearms since
the beginning of the town."

"But it is against the ordinance?"

"Yes, of course it is."

"Then I will stop their carrying firearms," said Smith, quietly. "You see, we
could stand guns or whiskey, but we can't
stand both. There ain't no chance to
stop the whiskey, and we might as well stand both. There ain't no chance to stop the whiskey, and we might as well stop the guns. Then there will be less

danger."
That night new copies of the anti-gun ordinance were posted around the town, and the next morning Smith took the oath of office. Long before he appeared on the street the gang was ready for business, and many boasted that the man did not live who could make them give up their

Smith was about 5 feet 11 inches high deep-chested and with sinews of steel He did not seem to be so powerful as he was. down the street. The first person he met was Hank Hawkins, a huge cattle puncher from southern Texas, who had made him-self obnoxious to the town. As the new marshal came in sight Hawkins stepped out and asked:

"So you're the man who has come to "N." replied Smith, "but I have been hirs! to keep order, and I am going to try to do it the best I can."

do it the best I can."
Hawkins was openly wearing two big navies, and, pointing to them, he asked:
"What are you goin' to do about these?"
"That is one of the laws, and I will have

"I nat is one of the laws, and I will have to trouble you for the guns right now."

"I won't give them up to any live man."

"I ain't lookin' for trouble," said the marshal, his steel-gray eyes flashing, "but you will obey the ordinance."

Like a flash he leaped forward and landed a terrific blow on the forehead of the big

Hawkins, who promptly measured his length on the sidewalk. In the twinkling of an eye Smith was on top of him with the guns

"I will give you ten seconds to start for the city limits," was the ruling
After a glance at the determined face of the marshal the cowboy lit out for the high grass. Smith leisurely pocketed the guns and sauntered down the street as if he had

nothing to do.

Presently he came to a saloon where a crowd of cowboys were drinking. To them Smith made a little speech:

"I am going to have order in this town, and I make the speech of the speech and I want every man to obey," he said.
"If he don't obey, I will make him. I shall
treat every one fairly. You must all give
up your guns, and they will be taken to the

ayor's office, where you can find them hen you want to leave town." For a moment there was silence. Then faro dealer, a leader among the sports

spoke up:
"That is the nerviest act I ever saw."

spoke up:

"That is the nerviest act I ever saw.
Here, Mr. Marshal, is my gun."
He handed it to Smith, and all the others followed his example. They were glad of a chance to get out of the predicament at the least possible loss of self-respect.

"I can't carry them all." laughed Smith, and so a compromise was proposed.
The saloon keepers were to be the custodians of the weapons, and the cowboys were to leave them off during their stay in the town They did it, too, and from that time until Smith met death not a gun was carried in this city with the knowledge of the marshal.

the marshal. Smith was killed while attempting the arrest of a murderer three miles northwest Iwo Scotemen

Irishman about some of the latter's cattle destroying their corn. They killed the Irishman and took refuge in their cabin, defying the authorities.

The Sheriff and his posses went out and the sheriff and his posses went out and the sheriff and his posses has the same him.

did not dare go near enough to the cabin to make the arrest, coming back to town. Smith volunteered to take two men and

Smith volunteered to take two men and bring in the murderers.

When they came near the cabin one of the Scotemen was in the rear chopping wood. The other was inside, and he cut loose with a gun, firing a shot into Smith's breast. The deputies fied, and Smith, with his true nerve, leaped into the dark little cabin and had nearly handcuffed the murderer when the Scotsman outside came with his axe, and with a single blow severed Smith's head from his body.

The wound from the rifle was of itself mortal, and his desperate fight after receiving it showed how undaunted he was. Sended the life of the man who is said by every one who knew him to have possessed the most magnificent courage of any of desperadoes and bad men on the plains in

the most magnificent courage of any of those who mingled with the procession of desperadoes and bad men on the plains in the early days.

His murderers met speedy justice for their deed. Smith was buried in the little cemetery, and the cowboys ran the toward again with their old vigor and recklessances. He was followed by Wild Bill Hickok another marshal of note on the plains, more theatrical in his methods and with a wider fame than Smith, but not the former's equal as a fighter, and possessing not half the respect that came to the quieter man. It was characteristic of the feeling of the cowboys who had been ruled as with a rod of iron that when they once gave up they were firm friends of the man who had conquered them. One day, long after Smith's death, a gambler took occasion to insulf his memory. The saloon was in an uproar in a minute, and he was called on to take back his words. He did not do it quick enough, and was promptly stretched on the floor by the strongest man present, while the others cheered at the action.

A short time ago one of the old settlers of the city found among his relics of the cattle trail days a daguerreotype of Smith, probably the only picture he ever had taken.

trail days a daguerrectype of Smith, proba-bly the only picture he ever had taken. This was copied by the local photographer, and nearly enough copies were sold to build the monument to the dead marshal's

# MUST THE CLOCK DIAL GO?

man has invented a clock which he behands out of business. Clockmakers who have seen it declare that it will be only a few years before ordinary clocks will be rare as the banjo clocks of 100 years ago are to-day. The most astonishing part of the invention is its simplicity, according to

and a Sunday night engagement led to the invention. The minister droned out his sermon, and the inventor sat and tried to make out the time by the clock that was ticking across the church in the uncertain light. To him, second, minute and hour hand were not distinguishable from the face of the clock, and then the thought came to him how much more serviceable a clock would be that told the time like a timetable

and did not leave it to be guessed. Since then he has been working coninually at the idea. In his new timepiece, in place of dial and hands three sets of igures, one for the hours, one for the tens of minutes and one for the units of minutes, accuracy and appear in an open space at

The figures in the new clock move along with the same measured accuracy as the figures of a cyclometer move along as the bicyclist puts miles behind him. There is the same swing of the pendulum as in the grandfather clocks of 200 years ago, but the familiar tick, tock, is missing, and there is scarcely a sound from this up to date timepiers.

n the open, on trolleys.

CAVIAR VERY DEAR. Few Sturgeon Caught by the New Jerse; Coast Fishermen This Year.

BAYSIDE, N. J., May 28 .- The catch of sturgeon last year was small, and this spring the fishermen have been even less successful. Many of the fishermen have been at work for three weeks without catching a single sturgeon. The entire company of 600 fishermen are not averaging six sturgeon

a day There have been seasons when the shipment of caviar from Bayside to the European markets has amounted to more than 500 kegs; but unless there is a big run of fish shortly, less than one-third of that amount

rancing in price all previous records promise to be broken. The present price is 95 cents a pound on the wharf, which is equal to \$120

BROUGHT UP TO HATE BURR. Tradition in the Family of a Visitor at Hamilton's Grave.

A guest at an uptown hotel asked the clerk the other day how to get to Hamilton's grave. When he received the information he said he had been there several times, but thought maybe there might be some new route.

"I never come to New York without going to see Hamilton's grave," he added. "I see; an admirer of Hamilton, eh? returned the clerk.

"Somewhat; but principally 'cause I hate Aaron Burr. I'll tell you about it. "We live not far from the island in the Ohio River where Aaron Burr played it low down on Blennerhasset. My grandfather worked for Blennerhasset when he

was a boy, and he piloted Burr away from

"When Burr parted from my grandfather he told him he would send him some money for his trouble, but he never did. My grandfather wrote to Burr about it some time after the incident, but Burr never

When Blennerhasset was a ruined man "When Blennerhasset was a ruined man my grandfather, then a mere lad, cursed Burr for his course. When he heard that Burr had killed Hamilton in a duel he swore that he would kill Burr if he could ever get to him. While Burr was on trial in Richmond my grandfather made a trip there for the purpose of carrying out his threat The opportunity, however, did not present itself, and my grandfather returned home.

"When he reared his family he taught them to curse Burr's name. My father carried out his father's wish and taught his boys to execrate Burr as long as they lived.

"At one time some of us boys entered into a conspiracy to steal Burr's body from Princeton and burn it. We actually came East to carry out our plan, but got scared

"Then I got to reading about Alexander Hamilton, and to love his name and his-tory. Instead of trying to steal Burr's body I concluded I would honor the grave f Hamilton.
"So when I and my wife come to New

York we always make it a point to go to Hamilton's grave. This year we con-cluded to visit it on Decoration day and lay our tribute on his grave.

This hater of Burr is one of the most highly respected citizens in the vicinity of

TWO HAWKS AND A SNAKE. Battle in the Air Above New York, With Snake the Victor.

A strange struggle for life took place in the air above the Borough of Richmond vesterday. A large hawk captured a snake which had been sunning itself or a rock near the Bloomfield road. He carried t, wriggling, into the air, but had scarcely soared above the treetops when another hawk swooped down upon him, intent upon robbing him of his prey.

With much shrieking, battling of talons

and beak and beating of wings, they fought for fully five minutes. At last the hawk with the snake apparently came off victorious, and his enemy flew off into the

The victor's meal was not to be enjoyed yet, however, for the snake, which during the struggle had been making desperate efforts to twine itself around the hawk's neck, found the big bird completely exhausted. People who were watching this strange

People who were watching this strange aerial contest were surprised to see the hawk drop like lead to the ground. Going over to where he lay, they found the snake coiled around the bird's neck in a death grip, though its body near the tail was still firm in the hawk's talons.

Once on the ground the hawk managed to loosen himself, but in the effort he was obliged to give up his prey, and only with difficulty fluttered off into the undergrowth.

## PORTRAIT TRAVELS IN STATE

PAINTING OF CHINESE EMPRESS DOWAGER FOR ST. LOUIS.

Done by an American Woman-A Special Railroad Built to Carry It-Henors to a Chinese Governor Who Committed Suicide Because of the Russians.

PEKIN, April 20 .- During the past week there have cocurred in Pekin three unusual events of public interest.

The first was the exhibition at the Foreign office of the portrait of the Empress Dowager, painted by an American artist, Miss Carl, expressly for the St. Louis exposition. The portrait was carried from the palace, where it was painted, to the Foreign Office with as much care and ceremony as if it had been the Empress Dowager in person. The streets were cleared and sprinkled

with vellow earth, just as they always are for the passage of their Majesties, and the reverent crowds were much impressed, though the portrait was, of course, concealed from their gaze. In fact, only a favored few have been permitted to look on the picture.

On the first day the wives of Ministers and First Secretaries of Legation went to the Foreign Office to view the portrait, and the next day the Ministers and their secretaries had the opportunity of see-

The portrait is more than life size and represents the Empress Dowager seated on a dragon throne, with two great peacock feather fans, mounted on tall standards, at either side of the throne. She wears a stately Manchu robe of imperial yellow satin, which is thickly embroidered with bright hued flowers.

Intermixed with the flowers are many Chinese "shou" characters which signify "longevity." The characters are worked with sold thread and in the centre of each is imbedded a real pearl, and in each intersection of the deep fringe which borders the bottom of the garment is another large pearl, making a costume truly Oriental and regal in its magnificence.

The portrait is said to be finely executed, but is flattering to the subject, as it leaves put most of the wrinkles which belong of right to her seventy years.

The likeness is to be sent by special car to the port of Taku for shipment to the United States. At present a temporary branch line connecting with the main railroad is being laid right up the principal street of the city to the Foreign Office, and the portrait will be put aboard the car there.

populace, and to the igrorant and superstitious masses the departure of the Empress Lowager's portrait will be a portent of the speedy ending of her life. The two companion portraits to this are to hang, the one in the palace and the other in the Foreign Office.

The second unusual event was the funeral of the Military Governor of the Province of Kirin. The ususual thing in connection with this funeral was its entering the sacred city of Pekin. Of course, funerals pass out every day, but it is contrary to all law for a corpse to be brought into the city and can be done only by special favor of the Emreror.

This poor Military Governor, at his far way post in Manchuria, committed suicide some time ago by taking gold because he was in complete despair at his inability to deal with the Russians. His body had peen carried all the way and had been two months on the road.

The funeral cortège as it entered the city was wonderfully elaborate, and so long was it and so slow in moving that it took three hours to pass a given point. Live camels dogs, and horses were led along, and a live white rooster in a cage was supposed to contain within it the departed spirit of the dead man. Parer servants, animals, sedan chairs, &c., were carried along, but these will later be burnt, being thus transferred to the spirit world for the use of the great

man there. Conspicuous in the parade were a large number of huge wreaths of artificial tin flowers presented by the dead man's dear friends the Russians. Each of these had a separate man to carry it, and flowing from each wreath was a wide white satin ribbon bearing an inscription in Russian.

The most gorgeous part of the whole pageant was the hundreds and hundreds

TOURS IN THE POOR MAN'S AUTO.

of brightly colored silk and satin banners and flags, and the "ten thousand name" imbrellas, all of which waved gayly in the breeze. The banners and flags bore inscriptions complimentary to the deceased

official. The "ten thousand name" umbrellas resembled small canopies and were covered with little tags bearing the names of the 10,000 people by whom each had been

The coffin came last, on a huge bier carried by sixty-four bearers, an extra sixtyfour being reserved to alternate with them. The third event is the one of most peculiar interest to Americans. It was the

ceremony of laying the cornerstone of the Legation the United States is building here. The cornerstone was laid by Mrs. Conger, wife of the American Mimister, with a trowel made of melted Chinese silver

The box placed in the cornerstone con teined the speeches of Minister Conger and Mr. Nealy, the architect of the legation buildings, a copy of the Bible, an American flag, the names of the President of the United States and his Cabinet officers, the nar es of the Emperor of China and his mem-bers of the Foreign office, the names of the entire legation staff, a copy of the Pekin Gazette and various coins bearing the date of 1903, when the legation was begun.

### THIS IS A FLOUNDER STORY. If You Doubt How Joseph Cowan Beat

Rival at Fishing Just Ask Him. There is the keenest rivalry between Joseph F. Cowan, proprietor of Clason Point, the new resort in The Bronx, and one of his guests, a banker, as to which can catch the greater number of fish, the fisherman's word to be taken as a substantiation of his record. The rivalry has led to some interesting discoveries, and although the contest has been conducted in a most amicable spirit, the guests and

employees took sides, and each of the rivals had his warm adherents.

All the ordinary methods of catching flounders had been engaged in with fluctuating results, and the flounder season seemed likely to close with the struggle unsettled, when, about a week ago, the banker began to get ahead. Every night he would return to the inn with such quantihe would return to the inn with such quanti-ties of flounders that they were reckoned by bushels rather than by weight.

by bushels rather than by weight.

It took some pretty sharp detective work to find out how it was done, but Mr. Cowan succeeded. Secure from observation in a clump of bushes, he says he saw the banker go to the shore and sprinkle bait along the sand about two feet from the water's edge. When after a while the fish began to seen the ment provided for them, the flounders the meal provided for them, the flounders would leap from the water and while they were in midair the banker would hit the fattest a sharp clip with a baseball bat and break his back.

and break his back.

Now the banker is not a light man, neither is he as young as he once was; so it is not strange that many of the flounders secured their dinner and flopped back into the water safely. Yet when his catch was counted, he had eighty nice fish that filled two bushel backets.

two bushel baskets.

Mr. Cowan kept his knowledge of his competitor's methods to himself, but resolved to beat him at his own game. The next day he astonished the habitues of his hotelry by bringing in 343 fine flounders. After he had been duly declared the victor

he told how he got the fish.

"It was the easier thing ever," said he.

"I hired a husky fellow to help me, and at low tide we fenced in about 100 feet square of the shore, close by the water with barbed wire. Then with pincers we turned the barbs into hooks and baited them. When the tide rose the fish came in with it, and say, they must have fought for chances on that form

"At low tide every blessed barb except two had a fish on it. The fellow I hired owned up that he forgot to put bait on two of the barbs and I fired him on the spot. I wouldn't stand for such carelessness. Only for that I would have caught 345 flounders that tide."

THE LONG ENDURING OYSTER. Capt. Reeves Finds a Few in Fine Shape

After Five Months in His Cellar. SEA ISLE CITY, N. J., May 21 .- Capt Joshua Reeves, keeper of the Ludlam's Beach lighthouse, tells this story of the

longevity of bivalves,
Last Thanksgiving day the captain took a quantity of oysters to his home from an adjacent bay. The oysters were placed in a cellar and in a few days all but half a

dozen were used.

A short time ago while passing through A short time ago while passing through the cellar Reeves noticed the bivalves lying on the floor and decided to throw them away. But on picking one of them up he was astonished at its heaviness. He also noticed that the shell was tightly fastened. Prying the shell open with a knife he found that the oyster was not only alive, but in prime condition. Every one of the six was the same.

They had been lying in the cellar for more than five months.

more than five months.

# Russian Dream of Eldorado

Paul Bezobrazoff's Part in Causing War With Japan

ST. PETERSBURG, May 14.-A rather for an erterprising capitalist. stout gentleman of five-and-forty, above the middle height, of genial manners and comely appearance, who took a sleeping car ticket from St. Petersburg to Nice when the first Japanese thunderbolt disturbed Admiral Stark's birthday party at Port Arthur, knows more about the map of southern Manchuria than any of the writers who are explaining its military significance in this campaign; but he is not just now sharing his information with strangers. Even his friends, the members of the Far Eastern committee of the Russian Government, to whom he was private adviser-in-chief during its eventful antebellum career, and more exalted personages to whom his land-grabbing projects appealed as a manifestation of the Imperial instinct, have not heard anything

But Paul Bezobrazoff, Yalu Timber Company promoter and political free lance, is still a your g man, and a resourceful one His brief interval of self-communing or the shores of the Mediterranean over he has joined his wife and children in Switzerland and is breaking himself to harness by personally directing the electrical machinery plant at Zurich which his money started some years ago. He may again enter for the great Manchurian Handicap, for he was the first Russian among the expansionists to realize the boundless wealth that will go to the winner He had the gift of enthusiasm and of bringirg others to share the splendor of his vision. The Emperor himself adventured 5,000,000 rubles; the highest in his household were glad to get in anywhere on the list, and all the court was delighted, while the dream lasted, with the messenger of this new El Dorado within Russia's reach.

Parl Bezobrazoff, if he failed signally to take the meas re of the Japanese, has a very good working knowledge of the foibles of his own countrymen. His father, a rich landed proprietor in the Government province of Tamboff, in eastern Russia, belonged to the first rank of territoria magnates, whom the liberation of the serfs still left with ample means to start their sons on any career they chose. Paul started as a cavalry officer of the Imperial Guard in St. Petersburg some years after his cousin-now Rear Admiral Feter Alexeivitch Bezobrazoff, appointed to second Admiral Skrydloff in searching for a Russian fleet on the Pacific—entered the navy.

Russia had no war during Paul's mili-

tary service, which was to him, as to most of his brother officers, merely a social status which he carried around with him while having a good time. Going to bed at 5 in the morning, as was the right thing to do, was congenial enough to him, but it did not st it his temperament to remain there till 2 in the afternoon. By living more of his waking hours than the others he exhar sted the stock of St. Petersburg amusements sooner, resigned his military commission and returned to the ancestral estate at Tamboff a retired Captain, better equipped than most for the diplomacy of handling men, and still young enough to consider that all the possibilities of a man's life were still in front of him.

In those days he sat in the provincial Zemstvo, or local Covernment Council, and explored fresh domains of the Russian mind. The advisability of remembering what were trumps had induced a certain habit of accurate thinking for at least some hours a day among his old St. Petersburg companions.

But here in the Zemstvo, among the remote provincials, it was all different. There was a council, with right to hold long debates and pass resolutions, but not to enforce them; and as an inevitable corollary there was an incorrigible indulgence in grandiose, misty conceptions, while work at hand, of devising schemes for mending the roads and voting the necessary money, went neglected.

This characteristic, the most general among Russians, interested and did not irritate the adventurous M. Bezobrazoff. It was to prove very serviceable later on. His first step into the company promoting busic ess was taken after he had had enough of the Zerrstvo of Tamboff. He went further east to look over the possibilities

Travelling in Marchuria he met a retired Colonel of the Russian Army ramed Von Larlarsky, who had become an agent in disposing of gold-mining concessions. Von Larlars! y had been in Lordon and done bui ess there with promotion syrdicates. He could tell of developments of joir t stock er terprise in which politics were usefully mixed up, which gave a new outlook to the your ger man.

For five years Bezobrazoff occupied himself in Eastern Siberia in corsolidating land and mining schemes, and all the while demorstrati g to the Imperial Government in St. Petersburg that that vast waste of a province had us suspected economic possibilities. He was on the spot when Russia moved it to Mar churia and began to build up a political claim to the Chirese province on the strength of the requirements of the extended trars-Siberian railway. When the first sprinkling of Russian political officials was tried on the country-arriving quietly, irstructed not to draw atte tion to themselves - Rezobrazoff went with them as a free lance and nformal commercial adviser.

On the Corean frontier he saw a stretch of territory that seemed an ideal experimenti g ground for his system. The great timber areas on either bank of the Yalu River were the State property of Chir a and Corea. From the Chinese Government he secured a certificate entitling him to cut trees on that side for a year, with the expectation of the certificate's being renewed yearly. A similar certifica te from Corea followed.

The annual tenure did not suit his views and was soon set aside. He bought the signatures of the necessary Chi ese and Corean officials to a document givir g him the sole right to cut lumber on the banks of the Yalu for twenty-five years, and with this concession he returned to St. Petersburg to begin the making of an interesting

The use made by Bezobrazoff of his Talp concession suggests strongly that he had heard of Cecil Rhodes and the South African chartered company from his former associate, Von Larlarsky. Both enterprises required for their success political security of tenure of the territory to be exploited.

In both cases the commercial element was so big and so novel that it at first frightened the officials of the foreign offices -London and St. Petersburg alike. Rhodes overcame this obstacle by dire tly interesting the Prince of Wales in the prosperity of the company, by having the Prince's son-in-law, the Duke of Fife, and the Master of his Household, Lord Farquhar, on the first board of directors, and judiciously planting shares among members of London society whose good will was valuable.

Bez braz fi obtaine i six powerful signa-tures to his petition of incorporation, seeking the full acknowledgment and support of the Government, and Count Lamsdorff gave way. Count Vororskoff-Dashkoff, then Minister of the Imperial Court, and Vice-Admiral Abaza, chief of the Government's Committee of the Far East, were of persuaded the Government that his conthe six. With their aid he con cessions were of the highest political im-

portance. When Japan pressed Russia for a state-Corea, Bezobraz ff-who had secured personal introduction to the Emperor-was able to have incorporated in Russia's reply demand that there should be a neutral one in northern Corea so as to prevent the Japanese from interrupting his tree felling

It is one of the supreme features left to marvel at in Russia's present plight that this matter of Bezobraz ff's Yalu Timber Company was insisted on in the negotiations with Japan up to the last moment. It is

with Japan up to the last moment. It is on this ground that he is now blamed for being "the cause of the war"—he only hastened the of lision.

And even yet his old friends, the Russians with large ideas who do things in their mines and newhere else, would be "to his faults a little blind, and to his virtues overkind." It is not really Bezobras ff that they are angry with, but these heathen Asiatics, who have struck them awake so rudely and wreeked their dream when is had nearly come true.

## FAST TIME WAS THIS ENGINEER'S MANIA.

Leary, the locomotive engineer, who died the other day at Kansas City, Mo., of injuries received in a wreck on the Union Pacific, was noted among the railroad men of Mexico for his record breaking train

He seemed to have a mania for making fast time, and this was his undoing. It caused him to leave one place after another in Mexico until he could no longer obtain employment as an engineer here. He went to Kansas City about two years ago and obtained employment on the Union Pacific. Cannon Ball" Leary, as he was called, made one run on the Mexican Central, which will go down in railroad history in this country as being little short of the miraculous. He accomplished the feat of taking the through passenger train from this city to El Paso in 5 hours and 25 minutes, with twenty-one stops. The regular running time is 8 hours and 25 minutes. The distance is 225 miles.

Leary had been running as fireman and extra engineer on the Mexican Central out of Chihuahua, when one day the regular passenger train from the City of Mexico arrived at Chihuahua 31/2 hours late. Leary's reputation for fast running was well known and he was marked up to land

CHIHUAHUA, Mex., May 28.—Charles W. part. The needle stood close to the 180

to open.

Leary took on a lock of intense earnestness as the engine bounded forward. He
threw off his cap and k.cked his seat from
its fastening. With a steady hand he
gently pulled out the throttle, notch by
notch, until it stood wide open; he hocked notch, until it stood wide open; he not sed up the reverse lever as hear centre as possible.

Mile after mile was passed at the rate of sixty miles an hour, and on some straight stretches the speed lar exceeded a mile a

minute.

With one hand on the throttle lever,
Leary stood leaning far out the cab window, with his eyes glued to the track ahead.
When a curve hove in si, ht he world apply
the air very slightly and the full speed
was resumed when the air was released.
There were a number of regular stops to
be made, but no unnecessary time was lost
at these stations. minute.

at these stations.

Leary did not once change his position until Moctezuma, the dinner station, was reached. As the trembling locomotive was brought to a stop, Leary loc. ed at his watch for the first time since he left, hibua-

watch for the first time since he left chihushua.

"We have made the run of 114 miles to Moctezuma in two hours and thirty mineutes; the re "lar running time is four hours and fifteen min tes," he remarked to Richardson as the left of the cab.

The twenty minutes for dinner had ne sooner expired than the train pulled cut on its journey to El Paso with Leary in his old position in the cab.

"We'll put her across the river on time, if you can hold out, my boy," was all he said.

tour all through that part of the country. For instance I went on the country. The through that part of the country. The through the country is section. Then the cap I went of the country in the section. Then the cap I went of the country in the section where they have a fine cheer any I made a trip out to High the way of Sund cap in the country in the section. Then I could lock all the way down into G cenfield. The next merning I rede up to Sunderland, and save entirely different cruntry. I also rove from Springfiel east into Palmer, and to ninto Brok field. That's a splendid trip.

"Every merning I left the hetel right after breakfast, tock my lunch and climer somewhere al'ng the reulation of the country of the country way of Sunderland. Somewhere al'ng the relation of the country of the train are delightful that the condition of the track would wart at him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in making up probably that the condition of the track would wart him in m

New Haven, May 28.—A Connecticut man has invented a clock which he believes will put the clock dial and clock hands out of business. Clockmakers who have seen it declare that it will be only a few years before ordinary clocks will be simpler than the simplest clock mechanism ever made.

those who have watched it. A stupid sermon, a long church service

is scarcely a sound from this up to date timepiece.

Instead of a spring an electric device moves the pendulum. A Yale scientist who saw the device shortly after it was finished told the inventor that his idea was nearer perpetual motion than anything he had ever seen.

"Still, I've wound my old clock nearly threescore years," continued he, "and I guess I shall not change my habits at my time of life. The coming generation, however, won't have time to wind clocks and hardly to tell the time of day."

Patents both here and abroad have been taken out on the invention. The inventor is equipping a building here with the new method of timekeeping. A master clock is being installed, and fifty subsidiary clocks, one for each room, are being put in.

West Springfield when we met. A marfigures in the new clock move along

ried daughter of his, he told me, had been living for thirty-five years in West Springfield. It was the first time he had been down to visit her. "That shows how the trolley systems are lifting people in small towns out of the rut of staying shut up in one place all their ives and are inducing them to travel about a bit and have a good time. That

> again since he had taken to trolleying. "When we parted he was going to attempt to trolley from Springfield down to Little Falls in New Jersey. Mr. Vogt certainly does not show his sixty-one years, and he doesn't feel them;

fact which he largely attributes to living

old fellow said that he was growing young

many are taking advantage of our great

trolley systems in order to see something of

their country. You hear some queer yarns

"I remember, on my first summer of

trolleying, when I was up in Massachusetts.

I met an old fellow-80, I think he told me

his age was-who had lately acquired the

trolley habit and who made me wise on

rides of the kind all over the country.

He adopted me as his son, I being a young

man of only 59 at the time, and we took

"He was returning from Greenfield to

several thoroughly enjoyable trips to-

of their travels over the pipes of evenings.

"I have been a surprise to a good many doctors," he explains. It was because of his health, which the doctors seemed to think in a serious condition, that he retired from the meat busi-

ness, and started to take the fresh air cure | there on to Boston. There are a great by means of travelling. At first he patronized boats and the railroad.

Being a bit of a sport, he ran out to San Francisco twice to see the big prizefights. From there he toured the West prettily thoroughly and dropped down into Mexico. There is little of our Eastern coast which he has not visited by boat.

"But trolleying beats all other ways of travelling, both for health and pleasure," he says. "You get outdoor life all day long. and no dust or smoke. "Those spins through the open country, when the trolley bounds along as quickly

when the trolley bounds along as quickly as a locomotive, and you draw in long breaths of the pure, sweet air—I tell you that's splendid travelling! A man can't help being healthy who has much of that.

"Then you see the best part of the country. The trolleys run through the prettiest avenues of the suburbs, and pass along the finest streets of the towns. That's something one can payer do by rail finest streets of the towns. The Another advantage is that one can stop

off along the route for lunch, dinner, or sight-seeing as one pleases, without addi-"The av to av to be comfortable when travel-"The av to be comfortable when travelling by trolley is to wear a gray suit that
won't show the dust, and carry a suit case
containing several changes of linen and the
little things one needs. Then plan to make
a day's run at a time, always taking care
to have a comfortable bunk for the night.
"One does not want to simply cover a great
number of miles a day trusting to putting number of miles a day, trusting to putting up in a small inn anywhere when night comes on, if one would get real enjoyment out of a trip. Usually I go to a large town out of a trib. Usually I go to a large town and stay there for a week or so, while I tour all through that part of the country.

"For instance. I went on one occasion up to Springfield, and took a room at a good hotel there. Then one day I made a trip out to Holy ke and Mount Tom, where they have a fine observatory, and I could look all the wardown into Hartford.

Pleasure and Profit of Trips About the Country in Trolley Cars and the Many People Who Indulge in Them.

there on to Boston. There are a great many fine rides around Boston.

"One is up to Feef rd, and then beyond to Lowell. Another is southwest through Dedham and Walpole, into Franklin. Coming back I came from Boston to Worcester, to Springfield, through Long Meadow, into Hartford, so ut to New England is a very different thing from riding in trolleys in New York. The peple one meets are all so sociable and pleasant; and the conductors out on these long country runs are glad of a chance to chat with one.

"Down in Virginia, on the rides through historic ground one takes from Washington, the conductors are regularly trained for guides. They call out explanations of the points of interest as these are approached, sell guide books to the passengers, and all that sort of thing.

"N w that the last link connecting New York with Philadelphia by trolley has been completed, I will take that ride and tour Pennsylvania. I have already travelled extensively the right the scale of the prints of the passengers, and all that the last link connecting New York with Philadelphia by trolley has been completed, I will take that ride and tour Pennsylvania. I have already travelled extensively through ut the cold mining the prints of the passengers are the properties.

completed, I will take that ride and thur Pennsylvania. I have already travelled extensively through ut the coal and mining regions of that State, however.

"My next trip will probably be to St. Louis. Of course I can't reach it entirely by trolley; but, once there, I suppose there won't be much of the adjacent sections of Missouri and Illinois that I don't see in my favorite way.

of Missouri and Illinois that I don't see in my favorite way.

"What is the prettiest ride I have taken? Well, that would be hard to say. All up through the Connecticut Valley is a favorite part with me. It is all open country and farm lands. One passes through acres and acres of tobacco.

"The people of New York, however, need not go up to New England for beautiful rides. Even the Connecticut Valley, perhaps, is not prettier than a trip by trolley up through Yonkers, Hastings and Dobbs Ferry into Tarrytown. That is a delightful section.